LIVES LOST AND PROPERTY RUINED. EIGHT INCHES OF SNOW IN THE CITY-SEVERAL LIVES LOST AT CONEY ISLAND AND MUCH PROP-ERTY DESTROYED-FATAL ACCIDENT ON THE

NEW-JERSEY CENTRAL.
The effects of Thursday's storm in this city were chiefly shown in the delays to travel and traffic, about eight inches of snow having fallen. From the ricinity of the city come stories of loss of life and destruction of property. At Coney Island, several persons were drowned by the two immense tidal waves that destroyed many of the Summer hotels on that beach and at Rockaway. Two lives were lost by a collision of schooners. A large number of bathing-houses were carried away at Long Branch, and considerable damage was done to some of the hotels. A train was wrecked on the New-Jersey Central Wednesday afternoon, but only one life was lost.

ON THE JERSEY SHORE.

THE HEAVIEST GALE KNOWN IN THIRTY YEARS— WRECK OF THE BARK ETTA M. TUCKER, OF PORTLAND, ME.-THE CREW SAVED-KAILWAY TRAVEL OBSTRUCTED.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.] ASBURY PARK, N. J., Feb. 1 .- One of the everest storms that have visited this coast for thirty years broke at 3 a. m. yesterday. At 7 o'clock the wind veered from the southeast to the northeast, bringing with it a blinding snow-storm. Craft of every kind ought the shelter of the Horseshoe at Sundy Hook, and at one time there were thirteen tugs lying under the slope of the Highlands. At 10 o'clock Sandy Hook Bignai Station reported the wind travelling at a rate of sixty-one miles per hour. It then in-creased into a perfect tornado, the like of which, said the surf men, has not visited the coast of New Jersey in thirty years. Huge trees succumbed to the storm's fury and were laid prostrate on the ground; houses had their roofs blown off, and several houses bning Ocean-ave., at Long Branch, were blown over. Travel was entirely suspended on the New-Jersey Southern Railway and the steamer Jesse Hoyt, which laid at her wharf at Sandy Hook, was several times in imminent danger. Telegraph-poles all along the shore were prostrated, and the sea between Highlands and Sea Bright rushed in tor-

rents into the Shrewsbury River.

At about 7:15 a. m. one of the patrol of Life-saving Station No. 6 rushed into the station and reported a Station No. 6 rushed into the states and earlier vessel off Asbury Park in distress. The boat-crew and off-pairol were summoned, and with the life-car and cart proceeded to the scene of the wreek. There they found back with head on shore struggling in the trough of the sea. The boat-crew, after attempting to get off the boat several times—the wind capsizing it every time—at last were successful. The vessel had now mirly settled. reached her side and, not without difficulty, got off a portion of the crew. Making a second trip, the remainof the every of the ill-fated bark were safely landed to be the bark Etta M. Tacker, of Portland, Mc., Captain a. T. Forbes, with a cargo of coffee from Rio Janero which port sad left for New-York on December 17. The

hich port she left for New-York on December 17. The easel went to pieces to-day. The captain stated that he had experienced heavy to ther all hight, the wind during the first part of the light blowing furbously east-scuttenest. At midnight he left two barks bound south, both showing signals of discuss. The tempest prevented him from speaking them losely. At early dawn the wind blow a territic north-cast nie, and he attempted to tack with head off shore when is canvas split. He then cost anchor, the wind blowing lim on shore. The captain said his vessel struck at 95, and, notwinstanding that he did not display at gual of distress, the brave crew of Liesawing Station 6, 6, commanded by Captain Vanvorte, safely landed inself and crew before three-quarters of an hour's line capsed.

northeast gate which prevailed here last right accom-plished much damage to the Long Branch Dryision of the New-Jersey Central Railroad. The tracks lying between Sea Girt and Spring Lake were washed away, and all the South Amboy. There it received orders to carefully flag across the image is such as the image p m, with orders to pursue its way carefully as far as South Ambey. There it received orders to carefully flag After an hour's delay, Conductor Themp received orders to proceed to Ocean Grove, and to flag all suspicious John Esteman, after reaching Deal Beach got off and flagged the track for over 300 yards. They soon returned and reported the track apparently safe as far as they had gone. The train had scarcely moved a hundred yards when the track gave way and the enhead brakeman, the engineer, and fireman. The engine in a moment settled into the water, toppling over the baggage car, from which Baggage Master Kennedy, with lantern in hand, jumped for his life. The passenger coach remained on the track. The conductor and baggage master and the three male passengers immediately rescand the engineer and fireman. Kennedy, the baggage master, then plunged into the pond and dived under the wreck of the engine, with the hope of rescuing Bateman, wreck of the engine, with the hope of reacuing Bateman, but no truce of him could be found. The conductor then proceeded to Deal Beach, where he reported the accident. In the meantime, the tide went down, and the bag age master made another attempt to find the body of Bateman. After several attempts, he found him under the fire-box of the engine, with his head and shoulders exposed. This was two hours or more after the accident. The passengers—one of whem was Mass Hava a music-tencher, of 174 East Eightheibst, NewYork—then walked back to Deal Beach. The lady was taken care of there, and a conveyance was obtained to convey the other passengers to Ocean Grove.

At addinght Despatcher Wyman arrived with an engine, but could do nothing. Up to noon to-day the track has not been cleared, and all trains are stopped at Long Branch.

ranen. In the baggage car of the wrecked train was the body of In the cargings car of the wiceged train was the body of Dr. Laird, with whom brakenoan Bateman had been acquainted. As the latter left the car to go to the engine, he passed around the box containing the corpse, singing, "Oh, how I love Jesus." He continued to sing as he mounted the engine, his last words being, "Oh, how I love Jesus." He was a single man and twenty four years of age. His home was with his mother and father, at Bridgton, New-Jersey.

AT LONG BRANCH AND SEABRIGHT.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.] Long Branch, Feb. 1 .- During the violent storm yesterday the heavy seas frequently washed over the bluff, eighteen feet in height, in front of the Ocean Hotel. Sixty bathing houses belonging to the hotel, and all those in front of the United States Hotel, were carried away. The piazza roof of the Brighton Hotel was completely torn off by the wind, and the slate recting of the building was considerably damaged. The Diazza roof of the East End Hotel was also carried away. The Mansion House roof is badly damaged. The roof of Mr. J. W. Morris's cottage was cutirely taken oft, and the chimneys levelled. Green's fish-house was undermined by the sea, and toppled over. A number of the fishermen lost their boats, which were high on the beach, near the fish-house, where they had been kept securely for many years. The most serious damage is that sustained 5 the bluff, which has been cut away fully twenty five feet at some points. Buikheads were swept away in several places, and at one point an inroad was made in the embankment to the very edge of

were away in the embankment to the very eage of the was made in the embankment to the very eage of the control of the village is completely under water. Many of the cottage cellars are filled with sand. A lumber yard belonging to Cloughly Bros. was flooded, and several barrels of lime becoming wet, set fire to the number, which was all consumed. About half a mile porth of Scabright the sea made an injet to the Surewsnorth of Scabright the sea made an inlet to the Shi bury River, about 100 feet wide and four feet deep.

STORM AND WRECK.

SEVERITY OF THE STORM IN NEW-ENGLAND. Boston, Mass., Feb. 1 .- A severe northeast snow storm, which began at 4 p. m. yesterday, continued up to maon to-day, and over a foot of snow has fallen. Owing to high wind, drifts of snow from six to ten feet high in the streets have almost suspended travel. Horsecars on the city and suburban lines are not ranning, and all railroad trains to and from the city are several hours behind time. The storm is very severe on the coast. No damage has been done to shipping in the harbor. Communication with Cape Cod and other exposed points being interrupted, no intelligence has yet been received from them. Very few vessels were in the bay when the

The storm also prevails with equal severity throughout New-Hampshire and Maine, where immense snow-drifts have blocked the railroads and highways. The storm

exceeds in severity any that has occurred here for

A dispatch from Pittsfield, Mass., says that three or A dispatch from Pittsfield, Mass., says that three or four passenger-trains on the Beston and Albany Railroad are shut in snow-drifts at Washington, and that some are fourteen bours behind time. The morning train on the Houstanic Road could not reach Pittsfield, and went down the road from the station below.

NEWFORT, R. I., Feb. 1.—The Sound boat Newbort remained at Fail River all night. The steamer Gedins, connecting with the Shore Line Railroad, was obliged to remain at Wickford all night.

PROVIDENCE, R. I., Feb. 1.—Snow has now been falling here for twenty-three hours, and still continues. The horse-cars run with difficulty.

DISASTERS AT HATTERAS IN LEC.

DISASTERS AT HATTERAS INLET. Washington, Feb. 1.-The Signal Service

Observer, at Hatteras Inlet, reports to the Chief Signal Office at 4 p. m. as follows:

Office at 4 p. m. as follows:

The body of James Bodoine, steward of the schooner
E. B. Whatron, wrecked in the Reads January 4, was
picked up here in the inlet yesterday and brought
achore. It was badly decomposed, the features being
anrecognizable. The body was identified by the Captain
of the schooner by the clothing, and will be buried here
to-day.

The same observer reports under date of January 31,

The same observer reports under date of January 31, 3:15 p. m., as follows:

The three-musted schooner Samuel H. Crawford made harbor here yesterday afternoon, leaking badly; forty-nue days from New-Orleans; sprung aleak in crossing Florida Reefs at eight feet of water, and pounded across; draws infirteen feet; cargo, sugar and moiasses. Last might she was washed ashere on the Middle Grounds during the storm. Captain Jeromiah Adams left here to-day for Norfolk for as-istance.

SEVEN LIVES LOST AT CONEY ISLAND. THE BEACH DEVASTATED BY TWO IMMENSE TIDAL

WAVES-THREE WOMEN AND FOUR CHILDREN DROWNED-HOTELS AND OTHER PROPERTY DE-

The tidal wave that devastated balf of Coney Island Thursday night, and even endangered the village entire extent. From the western extremity, where the old steamboat landings are, the report comes that the Pavilion, Prescott's Hotel and Norton's Hotel were carried out to sea and utterly demolished. Farther toward the east, bath-houses were broken up, and a number of small hotels badly wrecked. One large Summer hotel was missed alto gether. The Concourse was undermined by the waves, and the concrete scattered in all directions. Immense boulders of ice and wreckage of every description blocked the entrance to the drive. It is estimated that thousands of dollars must be expended to repair the in But on the castern end of the island, known as Manhat-

tan Beach, loss of life was added to the destruction of property. Manhattan Beach extends from Engeman's tract to the eastern end of Coney Island, at the Sheeps twelve feet wide, built of timbers and filled in with sand. twelve feet wide, built of timbers and filled in with saud. It was built to prevent the tide from washing away the beach, which at this point, owing to its exposed position, undergoes constant change. Upon the strip of sandy shore between this bulwark and the surf the Manhattan Beach Rairond Compuny has erected a number of buildings, the most westerly of which was the Japanese Building, from the Centennial Exhibition. Farther east was the main hote, the most substantial structure on the island, with about 500 feet front toward the ocean. Beyond it were more than a hundred bathbuses, and still further to the cast the Centennial Brailian Building. Between this and the inlet were four small shantles. Thursday afternoon. Two of these remain, one a Government hie beat station, the other a wachman's house on the lift, the only cievation on this end of the island, inhabited by Albert Weed and his family. The two louises that were washed away were occupied

They reported the main facts of the disaster as given above.

News was received at Jamsiez, last evening, that the storm did great damage on Rockaway Beach. An unusually high tide swept over the beach to the hay. The track was washed away at the Reptime House. Remsen & Wainwright's hotel was partly washed away, smith & Gerble's house is said to be destroyed. Two or three other small places were demolished, with a number of dancing platforms. A later dispatch from Far Rockaway stated that Barney Smith and Patrick Craig lost \$2,000 by the destruction of their establishments. On the beach the premises of when While, Peter Strauss, Kapps, A. Van Kettria, and Carran & Regan were completely destroyed. Those of Hein Grober, J. E. Davis, L. Hommel, Land, Schmeelk, Michael Remsen, Walnwright, A. Ruland, and P. Magerns were partly carried away.

THE CITY AFTER THE STORM. LIGHT SNOW ALL DAY-TRAVEL DELAYED AND MAILS DETAINED-REMOVING THE SNOW FROM BROAD-

WAY AND THE CAR TRACKS. The snow continued to fall lightly all day yesterday. The temperature had gone down several degrees, and the wind had lulied until its velocity was about fourteen miles an hour, coming from the northeast and shifting occasionally to the north. At intervals during the day the clouds would break sufficiently to cause an expectation of clearing weather. The officers at the United States Signal Service Station, in the Equitable Building, predicted cold and clearer weather for today. In the Gulf States, they said, fair weather pre-valled after the storm. Heavy snows were reported at various other stations in this latitude and at Boston, where the wind was still blowing at the rate of thirty-

six miles per hour. The fall of snow in this city was about eight inches In the upper portions of the city the jingle of sleighbells sounded merrily for the first time this Winter. There was good sleighing on Fifth-ave., and in Central Park, where the snow had fallen evenly, the tracks were perfect, and before noon they were well beaten down by scores of sleighs. During the afternoon there was a steady line of sleighs through the Fifth-ave. entrance

of the park. The snow proved a serious obstacle to travel all over the city. The street cars and stages were run with dou-ble teams, and made only half as many trips as usual.

The cars on the Second Avenue and Third Avenue lines, from Harlem, and those on the Eighth Avenue line, from Yorsville, were erowded to their failest capacity at morning and ovening. Many persons were compelled to ride long distances clinging to the rails of the front and rear platforms, while others had to wait for hours before they could ride at all. Down-town in the narrow streets, the snow was shoveled from housetops and sidewalks on the car tracks to such a depth that it could not be removed by the snow-plows and sweepers. Long banks of snow, from two to five feet in depth, inset the tracks, and gangs of working were employed to shovel the snow from the rails. Frequent blockades occurred through the loading and unloading of trucks, causing much delay. On

Sunday night.

There was a serious detention yesterday of the mails from all points. The southwest mail by the Pennsylvana Ceutral, due at this city at 10:30 p.m. on Thursday, did not treach here until after 10 o'clock last night, and another mail over the same road, due at 7 a.m., yesterday, did not arrive until 8:45 p.m. The Northern mail over the Hudson River Railroad, due at 11:35 a.m., was detained until 8:45 p.m. The Northern mail over the Hudson River Railroad, due at 7:45 a.m. over the Eric came at 8 p.m. Mails due at 7:45 a.m. over the New-York Central were delayed teu hours, and the Boston mails about three hours. Telegrams were received from several railroad officials last evening, saying that the roads were open again, and that trains would be run to-day on time.

Among the pilots off dairy, the unexampled severity of the gaic was the scheral topic of conversation. The sea was not very high out beyond the Hook, said one who had just returned from duty, "but the wind was enough to how the hair rigar off your head." Ten pilothous were reported as being out at sea. Those who refunded to the property of the surface of several boots from their stations in the outer bay. The Whisting Booy has drifted away from its anchoringe in the extreme outward mouth of Gedney's

outer bay. The Whistling Bioly has drifted away from its anchorage in the extreme outward month of Gedney's Channel. The outer olack buoly has also disappeared, and it is reported that the outer red havy is not in its place.

It was ruinored last evening that Pilot Bont No. 15 had been lost, but inquiries at the Pilot Commissioner's edilic and of pilots failed to confirm this report.

relidir no assistance on account of the cost, schooler has her main boom broken, and stern be damaged. Captain Rooney leaves a wife in New Y Thomas McCuire was unmarried, and fived

A FLOATING MASS OF FLAME.

broke out and spread rapidly, it was feared that the vessel might be injured, and efforts were made to get her away from the dock. The tug-boat Ningara ran alongside, but great difficulties was experienced until some of the lines kad burned and parted that the tug-host was able to tow her into the stream. It was then discovered that all this had been done too late-the

of the wheel-house, and scarcely ten minutes had clapsed before the entire vessel seemed wrapped in wreaths of fire. As the Niagara pulled the steambeat up the river the scene was singularly impressive and beautiful. Higher and higher rose the work of the vessel could be seen in turn as the flames

would have been installnothed down by the water, and would have been installnot for the aid of a fellow-work man, who, in trying to save hain, was thrown against a wagon and only hart. Togethe't they made a desperate chieva of the property of the propert rose and fell.

The spectacle attracted, in a short time, immense crowds to the Brooklyn and New-York shores. When the burning steamer had been carried up the river as far as Catharine Ferry, all accessible points from which the display could be witnessed were black with wetchful spectators. The terry-boats that started from New-York when the vessel caught fire were crowded to their edges, and each boat left throngs behind. One boat was in mid-stream as the Neversink floated past. The excitement on board was intense. The cagerness of those in the rear to see was so strong that many persons narrowly escaped being pushed from the from New-York was so full as its predecessor, but no sooner had it touched the slip on the Brooklyn slide than as great a multitude as that when left it rushed pell-hull on board to be carried to New-York. The employes of the company were unable to restrain the eager host. So ingovernable a crowd rarely gathers. At the opening of the gates there was a rush and scramble for the front of the boat. Several helpless peeple were knocked down, and one of these—a girl—was trodden upon. A number of nen and boys climbed to the upper deck of the ferry-boat, and remained there to watch the Neversible.

By this time the burning steamer had reached mid-

knocked down, and one of these—a girl—was trodden upon. A number of men and boys climbed to the upper deck of the forry-boat, and remained there to watch the Neversink.

By this time the burning steamer had reached midstream, and two other steamers taking her in tow, she was carried to the New-York side as the toot of Roose-veitest. Themee she was towed along the river front to the Battery, and thence through Euttermik Channel. When the boat disappeared beyond the tail storage houses at Athanic dock, her bulk was still burning.

While on its peasage down the river, the Neversink presented a magnificent sight. Clouds of dense black smoke rolled upward, through which could be seen torked flames which lighted up the lower perton of the city and flrooklyn Heights. It was feared that the wreck would drift against the shipping on this side of the river and cause a serious loss, and an alarm was given, which called out engines and firemen. The engines returned to their houses after going down as far as the Battery. The plers and shipping were crowded with people, who watched the burning steamer with the utmost interest. At the Battery the park, plers, and streets were thronged with spectators. Men, boys, women, and young girls stood huddled together, every inch of standing room being occupied. Many lads climbed up the trees, and the structure of the Elevated Raliroad was crowded. The staten Island ferrybouts were full to overflowing with persons who desired to watch the progress of the mostes and buffings of various kinds fronting on the Batterry were filled with the heads of persons who watched the steamersmill it went out of sight.

At the first breaking out of the fire, R. Cornell White, the owner of the vessel, rushed from his residence, No. 164 Columbia Heights, Brooklyn, to the barring pier. The word of the both and strangeness of the company state that their business operations will not be interrupted by the fire, and their boats will run as usual to-day. The 1600 harrels of flower of the reson the pier work wo

HOME NEWS. THERMOMETER YESTERDAY AT BUDNUTS, NO.

218 BROADWAY. Highest during the day, 32°, Lowest, 25°, Average, 29°, Same day, 1877, 43°4°. which may be added \$1,603 82 received from miscel-laneous sources, making \$19,627 02, or \$5,638 78 more than the cost of running the prison.

POSTSCRIPT

3:45 a. m.

THE CURRITUCK WRECK.

ING THE DISCOVERY OF THE LEAK-HOW THE FIRST NINE MEN REACHED THE SHORE. (BY TELEGRAPH TO THE TRIBUNE.)
NORFOLK, Va., Feb. 1.—The steamer Cygnet ar-

rived this evening from the scene of the wreck of the Metropolis, with Richard W. Brooke, of Germantown, Penn., a survivor, on board. He was at once driven to The Landmark office, where he gave subjoined details of the sad tragedy. Mr. Brooke is a young gentleman, a little above the medium height, with blue eyes, light hair, fair complexion and high check bones. He is modest in appearance, and, while giving all the information in his possession respecting the wreck and its horrors, the particulars of the terrible tragedy were narrated with downright simplicity and evident truth. Mr. Brooke was born in Philadelphia, and is now twenty-three years of age. He has a wife and child living. He is a bricklayer by trade, and went on the steamer as foreman of one of the gangs of

From him (Mr. Brooke) it is learned that the illfated vessel had not gone very many miles when it was discovered that the movements of her machinery produced a general jarring, which made the officers anxious respecting her arrival at her point of destination. When it was learned that her seams were widening and the water was forcing its way into the ship, and if she continued on her perilous voyage the combined efforts of passengers and crew could not save her from sinking forever out of existence, it was determined to

When the news was broken to the excited crowds swarming her fated decks, eagerly waiting to hear the probability of their fate, loud cheers arose from that immense throng and rang out above the howl of the fearful gale that was driving them on to that fatal beach, on which but a few short weeks before had perished the Huron's gallant crew. The joy beaming in the faces of the passengers, and the prolonged shouts that rent the air upon the announcement seemed a panacea for all their present ills. Angry billows, madly surging and boiling and breaking between them and land, to plunge into which was death to so many, seemed to enter not into their calculation A leap into the water, a few bold strokes, and then their feet would again press the solid earth and wife and little ones be again clasped in their loving embrace. This hope of safety accounts for the cheers with which the poor fellows had haile the announcement of land, which in their minds was associated with safety.

been wrecked. In 1869, when quite a lad, he sailed as cabin boy in the bark Young Cario, from Philadelphia, and when off the coast of Australia, an accident hap pened to the vessel which rendered her helpless; but being almost within sight material damage to crew or bark. His second venture was in the steamship Preciomium, bound for Philadelphia to Hong Kong, this time as a sailor before the mast, and it was on his return trip

the other the wife of a Mr. Harrison, the stew-5 o'clock p. m., on Wednesday, the first mate (name and the men were immediately put to throwing out coal to lighten her. After getting rid of from fifty to seventy-five tons, and being then unable to find the leak, Captain Ankers ordered all hands to put on life preservers, as the ship was making water very fast and putting the fires out.

were called to raise sail, and the ship was headed directly for the lighthouse, which we supposed to be St. Charles light. At 3:30 p. m., about 200 yards from the shore, the ship struck. The waves immediately commenced washing the decks from stem to stern, breaking in the weather side. We all stood this for about two hours, when one man, a fireman, started to swim ashore. The first mat then started, and I followed. We managed to get ashore after a hard swim, landing about half a mile above the place where the ship struck. We found no one on shore to afford us any assistance,

After we three men reached the shore, all were so weak as to be unable hardly to move. A boat with six men put off from the ship and succeeded in reaching the shore with all aboard. All of us (nine in number) then started up the beach following the telegraph poles in search of any one to ren ler us aid. The only living thing we saw was a cow, and she immediately ran away. We, however, followed her up till we got on a sand hill, from which we saw the lighthouse. After running a mile through brush and briers in our bare feet, with nothing on shirt and drawers, we came to the Currituek Lighthouse Club, Mr. William Jones, one of the em ployés, received us, and told us to take off our wet clothes, and he would give us dry ones, After doing this, he immediately boy on horseback to the lighthouse to inform the keeper of the wreck, and to send the life-saving apparatus to the scene. After getting on dry clothes we proceeded to the wreck accompanied by Mr. Jones and four men belonging to the life-saving station, who carried ammunition and a mortar. We followed the beach and found it covered with bodies and portions of the wreck. Upon getting opposite the ship, the mortar was placed in position and a line was thrown over the top-sail of the vessel. For further particulars see First page.

A STUDY OF FAITH .- Old lady (meditating) Doctor, says I, the measure was rayther short last time I says; 'scuse my mentionin', but the old man's very bad. So he smiles, and, like a dear, blest if he don't give me a hextry supply in a bran noo bottle — Judy.

Announcements.

Spinal and deformity instruments, leg braces, rutches, &c. Pomesov Trues Co., 746 Breadway.

Weak lungs are cruelly racked by a persistent cough, which fir Jayne's Expectment may be relied on to cure. It cares also boto asthma and bronchitis.

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H. T. HEMBOLD'S BUCHU, the great directic for the kinneys, bladder and urethra. Be-ware of spurious imitations. None genuine unless "HENST T. HEMBOLD BUCHU MYG. CO. N.Y.," is printed in carmine across original wrapper. All druggists. Depot 54 Harday st.

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STRICTURE, Impotence, and Diseases of the Generative Organs radically and speedily cared. Office ours 8 to 3. HENRY A. DANIELS, M. D., 144 Lexington av

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SURPLUS......\$5,122,024 87

UNITED STATES BRANCH STATEMENT, JANUARY 1, 1878.

ASSETS \$3,959,901 oct LIABILITIES 2.191,769 46 Surplus over all liabilities \$1,768,131 51 TOTAL INCOME OF 1877.......\$2,713,059 32 TOTAL EXPENDITURE OF 1877.. 1,603,916 76

Surplus meome of 1877.....\$1,109,142 52

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It was the first-and is The Only Pain Remedy

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INFLAMMATION OF THE BOWELS,
INFLAMMATION OF THE LUNGS,
SORE THROAT, DIFFICULT BREATHING,
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The application of the Rendy Relief to the part or parts
where the pain or difficulty exists with undrease and comfort.
Thirty to sixty drops in half a tumbler of water will in a
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Travelers should always carry a bottle of Radway's
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FEVER AND AGUE cured for fifty cents. There is not a remedial agent in this world that will cure Fever and Agus and all other Malurious, Bilous, Scarlet, Typholi, Yellow and other Fevers (abled by RADWAYS PILIAS) so quick as RADWAYS READY RELIEF. Fifty cents per bottle.

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CONTAGIOUS,
BE IT SEATED IN THE
Lungs or Stomach, Skin or Bones, Flesh or Nerves,
CORRUPTING THE SOLIDS AND VITIATING THE
Chronic Rheumatism, Scrothia, Giandmiar Swelling, Hackting Dry Cough, Cancerous Affections, Syphilitic Complaints
Beesting of the Langs, Dyspensio, Water Brash, Tie Doloroux,
White Swellings, Tumors, Cleors Skin 2.4 His Diseases,
Mercural Diseases, Feinale Complaints, Gout, Dropsy, SaliRheum, Bronchitis, Consumption.

Liver Complaint, &c.

Not only does the Sarsaparilitan Resolvent excel all remedial agents in the cure of Chronic, Scrotthous, Constitutional, and Skin Diseases, but it is the only positive cure for KIDNEY AND BLADDER COMPLAINTS. Urinary and Womb Diseases, Gravel, Diabetes, page or Water, Incontinence of Urine, Bright'

OF TEN YEARS' GROWTH CUI

DR. RADWAY & Co., 32 WARREN-ST., N.Y.

Pauls, Jan. 1, 1878. NOTICE.

o inform his friends and the Patrons of the " Bon Marché in the U.S. that nothing will be changed in the organization of the firm, and that he considers it his duty to continue, in addepartments of the administration, the commercial system

PIANOS Retail price \$900 only \$260 Parlor price \$340 only \$260 Parlor price \$340 only \$261 Paper free. Datilel F. Beauty, Washington, N.J.

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Their SAFES are always fire proof, and
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THE edition of WEBSTER'S UNABRIDGED QUARTO ILLUSTRATED DICTIONARY, offered as a premium to the subscribers to THE WEEKLY and SEMIin handsome and substantial library sheep ointing, and prints on fine paper. It is in every respect a first-class book, which is sold in all book-stores at \$12.

A LOT of SECOND-HAND SAFES To close business THIS MONTH. 39 Dep.at.

ROYAL BAKING

The oldest and most reliable brand, full weight, uniform and wholesome. It goes further and makes better rolls, biscuit, corn-bread, muffins, cakes, &c., than any other preparation. Analyzed and endorsed by the board of Health of New York. All Grocers are authorized to warrant every can to give perfect satisfaction or refund the money.

feet in depth, limed the tracks, and games of workmen were employed to shovel the snow from the rails. Frequent blockades occurred through the loading and unloading of trucks, causing much delay. On the Howery, and the avenues, the railroad companies employed several hundred of workmen to remove the snow. The workmen were divided into games of about a dozen each, led by car conductors whose services were not otherwise needed. Several of the cross-town railroad companies adopted the same plan. A complaint was made at Police Headquarters, during the afternoon, that the duming-ground at the foot of West Eleventh-st. was obstructed by vessels, so that the soows for receiving the snow could not enter the dock. This difficulty was afterward removed.

The work of removing the snow from Broadway went forward briskly all day. Six hundred men, with hoes and brooms, were employed to move the snow to the side of the street where it was shoveled into carts. Captains Gunner and Hedden, of the Street-Cleaning Bureau, superintended the work in person. Every cart belonging to the Police Department was called into inset to carry off the snow. Before evening the lower part of Broadway, from the Battery to Wall-st, and the portion between Fourteenth and Houston-sts, were well cleaned, while the snow had been removed from the middle of the street along the intermediate portion. Police Commissioner Nichols said yeasterday that as soon as Broadway had been elerted of snow, the department would begin to clean the streets leading to the down-lown ferries.

During the evening the work on Broadway was continued. The sames from the upper wards of the city were taken off at an carty hour, so that they might report for work betimes to-day. By midsight the force had all been distuissed. Three-fourths of Broadway was consumed any of the bulkheads or piers where there was a considerable current to be used for disposing of the snow. A force of men was employed during the evening in clearing out the calveris in all the wards, making ready for ra

TWO OF A SCHOONER'S CREW DROWNED.

The schooner Nellie Bloomfield, Captain Thomas M. Rooney, from Haverstraw for Greenwich,

FIRE ON A BROOKLYN PIER SPREADS TO THE

The progress of the flames on the Neversink was won-derfully quick. They started above and on either side flames; they shot out far on each side; the wheel-house

PROMINENT ARRIVALS.

NEW-YORK CITY. John Kehoel is the appropriate name of a West-side lockfitter.

Silver and gilded goose quills are in demand for ornamenting the hair. New tomatoes and tiny green cucumbers have

appeared in Broadway fruit stores. Chenille embroidery is seen upon black silk costumes, and adds much to their beauty and expense. Professor E. S. Morse, of Salem, Mass., will

lecture in the Cooper Union free course this evening, on "Glumpses of Life in Japan." Henry Guthrie, age three years, fell into a tub of hot water, at No. 21 City Hall-place, yesterday afternoon, and was fatally scalded.

In East Broadway a rusty tin sign makes known the following remarkable accomplishments "Washing, Ironing, and Going out to Days' Work Done The American Free Church has returned to

A Brooklyn coal-dealer offers, as an inducement for trade, the privilege of ordering coal from the vards, two or three miles away, through a telephone in his Fulton-st. office. The Fire Commissioners, yesterday, appointed a committee to test the aerial fire ladders belonging to

the department, and recommend any needed improve-

its original home in the Chapel of the University. Washington-square, as the new meeting place was found to be too far up town.

ment in construction or materials. The commissioners think it will be necessary to use them on account of the increasing number of high buildings. The Young Men's Christian Association records, for January an attendance at the rooms of 21,776; in the reading-room 8,586, library 3,340, gymnasium 3,700. The prayer-meetings in the rooms had an attendance of about 1,500; 2,691 papers were mailed to the soldiers and sadors in the United States service.

A strong opponent of the Excise law having

yielded his hold on a friendly lamp-post at Spruce and Nassad-sts., was removed from his snow-bed by a policeman, last night. When asked where he lived, in maudlin tones he said: "I'm all right. I am waiting for the train," and pointing to The Tribune Building, he added, exultingly, "there's the Grand Central Depot." He slept at the Oak Street Station. The liquor-dealers are working hard to push

forward the Excise Bill. They have engaged several prominent lawyers, who have been at Albany for the ast week. On Tuesday all the members of the Agitation Committee will go to Albany to exert their influence over the members of the Assembly, as the bill will be brought before the House on Wednesday. Afterward, they say, they will sue the city of New-York for the money stolen by Owen Murphy. The building at No. 164 Fifth-ave., belong

ing to the estate of the late William A. Budd, was entered and roubed Tuesday. As the house has been in ing occasion to leave them for a few minutes, the theft iry taken were hetrioems of considerable value listers have been caught and committed for trial.

issioner Campbell said yesterday that it was the of every member of the commission to reduce the extent they have not the power to abolish the Several hundred people paused on Broadway,

several influence people paised on fronting, opposite the Equitable Building, jesterday afternoon to watch the removal of the gift earle, surmounting the flagstaff, which was nearly blown off by the storm on Thursday. A sailor named Mack was hoisted to the top

Four grocers, charged with selling oleomararine as butter, were held by Justice Walsh yesterday, n \$200 ball each, for trial. Justice Walsh has fined William King, of

No. 607 Hergen-st., and Catherine Duffy, of No. 55 Her-gen-st., 825 each, for seiling kerosene oil without hav-secured ticenses. Postmaster McLeer has consolidated the office of Superintendent of Carriers with that of Superintendent of Carriers' Delivery and dismissed Nicholas W. Wilson, the former Superintendent of Carriers. Mary A. Spencer, age ninety, and her

laughter, Della, age tifty-four, were found at No. 624 Flushing ave., Thursday, without a fire and with noth ing to eat. The daughter was sick in bed. They were provided for by the police. Edwin S. Adams, for many years the principal of Public School No. 12, died on Thursday at his residence, No. 110 Quincy-st. He was sixty-two years of age. His funeral will occur to-day. The school, in Adelphi-st., was closed yesterday.

Over a hundred mechanics and laborers were the barced from the Navy Yard vesterday, because there was no work for them. They were meatly shipwrights and have been employed by the Bureau of Construction during the last three months in repairing and fitting for sea service the steam sloop Alaska. Sarah Sands, a colored woman, went Thors-

lay to obtain relief from one of the Charity Commis-

sioners, leaving her two children at her home, at Utica-ave, and Union-st. On her return she found her little boy, age eighteen months, burned to death, his clothing having caugat her from the stove. Four extra clerks, employed in the Tax Office during the busy season, have been discharged. Collector Tanner has also removed John Brady, return lerk, who has been in the office for fifteen years; J. N. Mills, assistant bookkeeper, and John Serymser, book-

keeper. J. Thomas, bili clerk, has been promoted to the position of bookkeeper, at a salary of \$1,500. JERSEY CITY.

The body of an unknown man was found yesterday morning at the lienderson st. crossing of the Eric Ratiway. He was evidently a laborer. Eric Railway. He was evidently a laborer.

It is reported, though the rumor is not authenticated, that the seat of Mr. Butler, in the loard of Aidermen, will be contested in the courts, and if the decision should be against him, the effort will be made to invalidate the election of Measts, Mullins and Esterbrook, as members, of the Board of Finance. It is also said that Mr. Esterbrook's seat will be contested on the ground that he has not lived three years in the city, as required by law.

NEWARK. William, alias "Buck" Albert was sentenced esterday to two years in the State Prison for an atro-William Devine, a policeman in the Third recinet, was arrested for being drunk, and was fined esterday §5 by Justice Peloubet. His captain will pre-

er charges against him.

In the case of the seven men indicted for not in Guttenberg, the jury, after being out all night yesterday found two of them, John Moore and James Shields, guilty and the others not guilty. It is thought that the amount of the defal-ations of F. C. Knapp, the real estate agent, is from 6,000 to \$7,000. He collected rents that he never paid wer and forged bills for repairs to houses that were ever done.

Frederick Tasche, sixteen years of age, son of the janitor of sprace Street Public School, was a tested last evening on a charge of attempted rape up the person of Jane Katz, a gril nine years of age, Lewis and West Kinney six. The offence was committen Thursday afternoon. Tasche was admitted to bail. NEW-JERSEY.

NEW-JERSEY.

Hoboken.—At the inquest on Minnie Breckman, age three, of Liberty-st., Union Hill, her sister Katle, age thirteen, testified finat her mother was visited frequently by a man named William Kinge, who was on very intimate terms with her. Two weeks ago Tuesday, Emge came in drink, and while there threw a small clock across the room, striking Minnie. The child complained for a week and then died, the mother saying she had scarlet-fever. Ringe was arrested late Wednesday night, and will be kept in the County Jail until the end of the inquest. William Bieccher, age twenty-eight, of No. 2 Hudson-st., a brakeman on the Delaware, Lackawanna and Western Railroad, was instantly killed, yesterday, by missing his footing and falling between the bumpers of two freight cars which he was coupling.

Paterson.—Robert McCollough, has purchased the PATERSON.—Robert McCollough has purchased the bank building formerly occupied by the Merchants Loan and Trust Company, and an effort is making to organize a new banking institution.

EDGEWATER.—The village authorities opened the proposals yesterday for lighting the streets. The highest bul was by the Staten Island Gas Company, \$25 a lamp; the lowest \$17 a lamp. As there were two bids at \$17, no decision was reached. RUDSON RIVER COUNTIES. Sing Sing.—The disbursements at the Sing Sing Prison during January amounted to \$13,088.24. The average number of convicts employed by con-tractors was about 1,400; they carned \$18,023.20, to

STATEN ISLAND.

This is the third time Mr. Brooke has

We had only three women on board, one of whom was the wife of the chief engineer,

On Thursday morning, about 3 o'clock, all hands

ALL WHO HAVE CONSUMPTIVE TENDENCIES

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NERVOUS DEBILITY, Impotence, Weakness of the organs of Generation, &c., speedily and radically cursed by WINCHESTER'S SPECIFIC PILL. Two to six bases are usually sufficient. Price, \$1 per box. \$ix boxes, \$5. Send for circular. Propared by WINCHESTER & Co., Chemists, \$6 John st., New York.